WHAT THE BIG FOUR WANTS

System Not Complete Until It Shall Own Its Own Terminal Lines.

Under the Careful Eve of President M. 1 Ingalls It Has Spread Out Amazingly and Is Important to the Vanderbilt System.

M. E. Ingalls, president of the Big Four lines, is quoted as saying that he "would not consider the Big Four system complete until the company had its own line into Chicago, Toledo and Louisville." Then the company would have a system which in its direct lines between terminal points would outrank any other system in America. To do this several existing roads, now in operation, would be required, and the building of one extension, that from North Vernon to Louisville, Ky. Then the Big Four would have a direct line from Louisville to Benton Harbor; in securing the Toledo, Columbus & Cincinnati, which extends from Kenton to Toledo, O., it would have another almost air-line and one but three miles longer than the Cincinnati, Hamilton & Dayton between Cincinnati and Toledo; then had the Big Four the Chicage & Eastern Illinois, it would have an air-line road from Cario to Chicago, a short line from St. Louis via Shelbyville, Ill., to Chicago, and, best of all, its own entrance into Chicago for the Chicago division via St. Anne. A study of the map for a moment will show the 1mportance of the Big Four system to the Vanderbilt lines, it being the key to the situation in the entire Central Traffic Association territory. Mr. Ingalis, when questioned as to the reason that he did not secure these roads, said that so far as the Chicago & Eastern Illinois is concerned it is too heavily bonded for any prudent financier to take hold of it. But in due time, he intimated, he would have his Louisville and Benton Harbor lines complete, an entrance into Toledo and eventually into Chicago. The Big Four would then have as terminals Toledo. Sandusky and Cleveland on Lake Erie; Chicago and St. Louis, the most important railroad centers in the West; Louisville and Ciucinnati, the most important Southern and Southeastern centers, with Indianapolis in the heart of the system.

The L., N. A. & C. Annual Meeting. The stockholders of the L., N. A. & C., who were represented largely by proxies, held their annual meeting yesterday in their office in this city. The report of Samuel Thomas, president, was read, the chief points in which were published in the Journal of yesterday. The meeting then adjourned until the third Wednesday in September, the old board of directors holding over until that meeting. This change is made that the annual report and fiscal year may better conform to the requirements of the interstate-commerce law. In closing his report President Thomas said: "The annual report, when published, will give full statistical, financial and physical particulars for informa-tion of the stockholders. Meanwhile the directors hope that the stockholders will agree with them that the experience of the half year herein summarized is full of encouragement for the future. With an income in excess of expendi-ture, with abundant cash in hand for present capital requirements, with \$2,400,-000 stock in the treasury, with vouchers and operating expenses promptly and regularly discharged, with its physical condition fully maintained and improvements well under way, your company is in very different state from that in which it was committed to the charge of the present management, and your directors trust they may be excused for adverting to the fact with a pardonable satisfaction."

Following this meeting, the stockholders of the Bedford & Bloomfield and the West Baden, Orleans & French Lick roads elected the following as directors for the ensuing year: John Greenough, Samuel Thomas, E. D. Hawkins C. S. Brice, all of New York; W. H. McDoel and G. B. Shaw, of Chicago, and H. H. Campbell, of Boston.

The Chicago-Buffalo Rate War,

It is impossible as yet to see the end of the passenger-rate trouble between Chicago and Buffalo. The development yesterday was a communication from vice-Chairman Donald, of the Central Traffic Association, authorizing all the interested lines to meet the action of the Chicago & Erie in making a second-class rate of \$9.50 in both directions between the two points. Neither the Michigan Central nor the Lake Shore has thus far availed themselves of this privilege, and will wait a reasonable time before doing so, to give the board of rulings an opportunity to bring about an adjustment of the difficulty. The Grand Trunk and Wabash have dropped to the \$0.50 basis, and if the other roads reduce at all, it will probably be to the same basis. The Erie, however, reiterates its assertion that it will meet all cuts, and if the Nickelplate insists on protecting the differential it has assumed, there is every prospect of a lively war with an almost certain break in

The Illinois Central Outwitted. A sharp attempt of the Illinois Central to bar the Baltimore & Ohio from an entrance into the world's fair grounds, at Chicago, ended yesterday in a victory for the Baltimore & Ohio. While trying to obtain an injunction, the Illinois Central detached the engine from a passenger train bearing to the scene Superintendent of Streets Burke, who intended tearing up the tracks newly laid by the Illinois Central in the path of the proposed line of the Baltimore & Ohio. Over 150 passengers were detained an hour and a half, but, meanwhile, Burke secured a police-patrol wagon and drove across country, facing a blizzard several miles, tore up the tracks and saw the Baltimore & Ohio rails safely across just as the delayed Illinois Central train arrived with the now useless injunction.

Personal, Local and General Notes. John Newell, president of the Lake Shore road, has gone South on a health-seeking

The Big Four earned in February, \$1, 048,540; increase over February, 1891, \$61,-

The Peoria & Eastern earned in February, \$139,920.09; increase over February, 1891,

J. T. Brooks, first vice-president of the Pennsylvania Company, is in the city on legal business. In 1891, 20,458 tons of beavy steel rail was

laid on the Pennsylvania lines west of Pittsburg, of which 11,023 tons were laid on the south western system.

C. C. F. Bent, superintendent of the Ohio in your editorial to-day on "The Dumping & Mississippi road, says the company has Ground of Depreciated Silver." The first not an idle wheel, every ear and engine that is in running order being in service. The Louisville, New Albany & Chicago road earned in February \$22,804; increase over February, 1891, \$38,478, being the largest in any one mouth since the road came

A special over the L., N. A. & C., yesterday morning, made the run from Chicago to Indianapolis in four hours and thirty minutes, twelve minutes for delay on or- ver dump on the United States. ders to be deducted.

The L., N. A. & C., in connection with the Louisville Southern and the East Tennessee, Virginia & Georgia, has established a new line to the seaboard, and is hauling considerable export business.

Colonel Montgomery, the new general superintendent of the Louisville, Evansville & St. Louis road, has set the m nds of subordinate officials at ease by announcing

tha' no changes are to be made. Eight townships, including Rockport and Mitchell, have now voted subsidies to the Indianapolis, Kockport & Chattanooga road, and the prospects that the road will

be built grow more favorable daily. W. H. McDoel, general manager of the L. N. A. & C., who came to the city to attend the annual meeting yesterday, will

remain over until noon to day, taking up in the meantime the terminal question. The Indiana Car-service Association held its monthly meeting, yesterday, in the

character the meeting adjourned, no business of importance being transacted for

lack of a quorum. The projectors of the Logansport & Indianapolis road will hold a meeting at the

Grand Hotel to-day. E. G. Cornelius, of

this city, who is interested in the enter-prise, is confident the road will be built.

Charles Stone, general passenger agent of the Chicago & Eastern Illinois, was in the city yesterday. He states that at the present time there are no indications that the new president is to make any changes in heads of departments. It is stated that D. J. Mackey is very con-

fident that he will soon secure control of the Mobile & Ohio road, and that one of his first moves will be to make George Saul, late president of the Chicago & Eastern Illinois, its general manager. The Baltimore & Ohio management an-

nounces that bereafter when an accident occurs on the road in which any person is injured or killed full particulars, without any coloring, will be sent to te minal points, and the press be given the facts. The Louisville, Evansville & St. Louis is taking a strong hand in export business out of St. Louis, now that it has resumed handling through business. Its transfers

of export business over the Kentucky &

Indiana bridge are averaging fifty cars a

It is suggested that a small place be set apart to baggage cars of passenger trains in which to place persons who create disturbances on trains when under the influence of liquors, confining them until a town is reached where an officer can be

found to take care of them. The Lake Erie & Western has received the last of twelve engines contracted for a few months ago. All are freight engines (mogul type.) Six of the light engines formerly belonging to the Indianapolis, Peru & Chicago and the Lafayette, B comington & Muncie roads will be discarded. J. Fletcher, general freight agent of

the Kansas City, Fort Scott & Memphis road, is in the city. He is much pleased with his new field of labor, as it gives him plenty to do. Since in Kansas City, he has introduced some reforms in billing of freight, which have made him quite prom-

The three Mackey lines show an increase in earnings last month over February. 1891, of \$16.853, the Evansville & Terre Hante earning \$94,062; increase this year \$7,124. The Evansville & Indianapolis, \$27,723; increase, \$4,278. The Peorla, Decatur & Evansville, \$73,662; increase this year, \$5,451.

B. P. Johnson & Co., general contractors for building the Wabash link from Montpelier to Hammond, have sub-contracted the entire work to thirty-three different firms, and within ten days the grading will be moving along rapidly, as many of the worst cuts were reduced largely during

E. P. Lord, superintendent of motive power, and F. G. Worthington, mechanical engineer of the C., C., C. & St. L., have completed the plans and specifications for the sixty new engines which the company will purchase, and will to-day send them to President Ingalls and General Manager Ramsey for their approval before asking

for bids. The Wabash company has placed the order for its new passenger equipment for the Detroit and Chicago division with the St. Charles car-works. It has also contracted with the Rhode Island locomotive-works for eight switching, eight freight and nine passenger locomotives for this division. For the Wabash proper a large number of engines are being built in the company's

Henry A. Francisco, who for some years was yardmaster of the L., N. A. & C. (Monon) and afterwards a passenger conductor on the Ohio & Mississippi road, committed suicide in Chicago, Monday last. The last three years he has been in the real-estate business in Chicago, and, after becoming quite wealthy, met with reverses which, it is thought, led to his ending his life.

The earning capacity of the passenger traffic of the Chicago, Burlington & Quincy, said an official who was in the city yesterday, is a surprise to the owners of the property as well as to competitors. Last year the earnings from passenger service exceeded \$7,000,000 on the 7,000 miles of road in the system; January this year shows an increase of \$11,000, and for February the increase is officially stated to be nearly \$40,000 over last year.

The mileage books issued by the Cincinnati, Hamilton & Dayton, the Big Four, and the Pennsylvania lines, will carry a person to any town or city of importance in Indiana, Illinois or Ohio; or in other words, any person holding the mileage books of these three systems can go to any point in the Central Traffic territory, so many rail-way lines do they cover, and fully one-half of the points covered are competing points

between the lines named. Considerable interest is felt as to whom the new parties in control of the New York & New England road will make general manager and general superintendent. Those now in control made S. M. Felton, now president of the Queen & Crescent, general manager and C. C. F. Bent, now general superintendent of the Ohio & Mississippi, general superintendent of the N. Y. & N. E., who managed the property when it was converted from a wrecked road into a first-class railway and properly

Now it is stated, with something of official authority, that the reason W. C. Rinearson did not secure the position of general passenger agent of the Queen & Crescent road, was that he announced his appointment before he had actually received it, to a friend, and that friend gave it to the press, which made S. M. Felton, president of the Q. & C., quite indignant. No one thinks, however, who knows Mr. Rinearson, that he will long continue in the position of traveling passenger agent in the South for the Chicago, Kansas City & St. Paul

The Indianapolis Railway Officials' Association held its regular monthly meeting yesterday. Little business of importance was transacted. The secretary, by resolution, was instructed to revise and print in phamphlet form the name and number of cars each switch in and about the city will hold, a list of new switches which have been put in during the last two years, and extensions of switches or cases where there has been any change in location, for the convenience of shippers as well as the roads. There are now 260 switches leading to the various industries in Indianapolis

and its suburbs. Representatives of railway and lake lines met at the offices of the Trunk-lines' Association in New York to-day and formed an agreement between seaboard points and the Northwest. Via Minneapolis and St. Paul the same basis as last year will prevail. The standard rate first-class freight all rail from New York to St. Paul and Minneapolis will be \$1.30 per 100 pounds. Via Lake Michigan ports the rates will be on the basis of \$1.11 from New York to St. Paul. Via Lake Superior ports the rates will be on the basis of \$1.01 first class. These rates, of course, do not go into effect until the opening of navigation, which is expected to be about April 1.

Silver Has Not Depreciated,

To the Editor of the Indianapolis Journal: Allow me to call your attention to two important facts which you omitted to state is that Europe's stock of silver consists wholly of silver coins coined at the ratio of 1512 to 1, all of wh ch are now circulating at a gold valuati n. If our mints are reopened to the free comage of silver by the passage of the Bland bill, and European coins should be shipped here and recoined at our mints at the American ratio o . 16 to 1, there would be a lo s of 3.06 per cent. on every dollar. This fact will prevent a sil-

Second-Silver has not depreciated since 1873 in any country in the world; all Economists are agreed upon this fact; on the contrary, it has appreciated about 10 per cent., when compared with the average price of all commodities, which is universally recognized as the true standard by which to measure the value of the precious metals, while gold has appreciated about 45 per cent., adding that much to the weight of all debts and taxes since 1878 in all gold-standard countries. Morris.

RICHMOND, Ind., March 9.

Must All Lotteries Go? If so, your terrestrial existence is at an end. Life is a lottery. We shall have no more marriages, for matrimony is a lottery. Harrison, Blaine, Alger, Hill, Cleveland, Porter, Gray and other aspirants for presidential honors should be enjoined, for they are taking chances in a lottery. No. do not abolish all. They stimulate life like the unexcelled Schmidt's Wiener Beer, an abroom of General Manager Bacon. After | solutely pure and delicious beverage. Bottalking over a few matters of a routine | tled by J. Bernhart. Telephone 432.

THE HACKMEN'S APPEAL.

Unique Document Addressed to the Mayor,

Council and Board of Public Works. We, the expressmen and hackmen in the city of Indianapolis, most respectfully appeal to the Mayor, the Council and the Board of Public Works to take our cause into consideration and see what you can do in regard to giving us a regular place to stand with our wagons and backs. We had a regular place for years, given to us by the liepublican party, but we are sory to say that it has been taken away from us by the Democrats. We do not understand why we should be dealt with in this way and everybody else left free. It is not fair treatment of us, after we, with our friends, stood manfully by you to get the high offices you hold, for which you receive big pay. Now you know and we know that election times will come again, and if we and our friends would turn our backs against you, you would not like it very well; therefore we don't want to be driven to this, and you can prevent it if you want to. You could have reserved a place for us to stand if you had only demanded it of these street contractors, who would willingly allow us a place to stand and take the contracts subject to this privilege, because there is "big money" in it for them, but you forgot that any expressmen or hackmen lived in the city, or else you did not care whether we lived or not so you "gave us away" and took our liberties from us. So now we have to move whenever those contracters or anybody elee says so. We are driven around from place to place as though we were a lot of cattle. We are men like other men, and tax-payers here for years, and we pay our wagon and hack license regularly. Our way of making a living for our families is an honest way; we ought to be allowed that privilege, and you know that our wagons and hacks are needed every day by the people for different purposes. Just now there is much talk against the expressmen and hackmen, to the effect that they destroy the streets. We say that we do not destroy the streets. We can tell you who do destroy the street, but you don't say nothing about them, and they don't pay license. Please look at Washington and the other improved streets, from one d to the other, from morning till night on all sides of the streets; please look from Illinois street to Delaware, and you will see all kinds of wagons and rigs standing three and four deep, which makes it almost impossible to drive by. You don't say nothing about them and they pay no license. Please look at the big porkwagons, the ice-wagons, the stone-wagons and all the other big wagons, which haul tons at a load—these destroy and cut the streets up, and not us, and you don't say anything to them; they pay no license. No, it is the poor expressmen and hackmen that have to bear all the blame of the streets being torn up. You have driven the poor backmen around like a lot of lost sheep; you have driven them into a dark avenue, away from the eyes of the public, standing in the gutters and amongst the boulders with their fine and valuable hacks, which cost each of them several hundred dollars, and you know that they. with their backs, are needed every day by the people for funerals and other purposes, and they cannot get to stand where they ought to, where they could be seen and

found by the people. Now, if you are going to improve all the streets, what are you going to do with us, or where are you going to drive us! We would like to know. This is the answer: The street contractors will call for police protection; they will call and see us, and say to us: "Move on, boys; go West and grow up with the country." We must obey: we dare not say no-we have no protection. So we must move on from corner to corner until we get to the river, and then push us in and drown us out all together. Another slur we have to take: Men and women passing by call out, "Hello, boys; they have run you away again, have they? What are they going to do with you now-drive you out of the city?" We have to answer and say: "Yes, it looks like that is what they intend to do." Another thing we have to take is that where we stand the business people come out and look upon us as though we were double-headed monsters having no right to live here, and tell us that we obstruct the view of their business. We know this is so, but how can we help it? We have no place to go to, and we must try to make a living some way for our-selves and our families. The people tell us, and we know it, and you know it, that the public squares are the right places for us to stand; and you have full power at your command to grant us this privilege if you want to do so. Then we would all have room enough, and be out of the way, and we would not obstruct the business view of anybody's place. We should be treated like men of authority treat men of our occupation in other cities, which now we are not, but we hope we will be soon. We do not ask anything unfair of you; we don't run after your coat tails to get \$5 here and \$10 there, and tell you we have this ward and that ward in our pockets for you, in order to get good jobs from you. What we ask of you went cost you anything. and you have full power to grant us this if you want to deal fairly. We do not appeal to you as beggars or impostors. We appeal to you as gentlemen and good citizens, and we would like to be known as such. We have spoken section twenty-nine (28), in township twenty-three here because it looked as though nobody (23) north, range four (4) west, described as follows, to-wit: Beginning at a point where a line fourteen and cared anything much about us, so we thought we would brace up and say something ourselves. We would like to ask all ladies and gentlemen to read our appeal ask public sympathy, for all that we have said here is truth, plain to be understood

by all reasonable people, and if any man disputes anything we have said let him follow us up in the papers, and he will hear from us again. Now, Mr. Mayor, the Council and the Board of Public Works, we ask you to please to take our appeal and give it fair and reasonable consideration, and don't postpone it and put it off, and then forget us, like you did when you gave the first street contracts to those men. We hope you will remember us from now on; therefore, be fair with us now, and give us some regular place to stand with our rigs, in order that we may be able to make an honest living for ourselves and our families. This is all that we ask of you, and we promise you that we will most respectfully thank you for it. THOMAS J. WHITE.

Sun Spots and the Aurora Borealis. Prof. John K. Rees, in Harper's Young People. Observers of the sun's face have for centuries noticed at times dark spots on it. Now we know from the accumulated observations that the extent and number of these spots vary. Sometimes we can see very few, or even none at all, and sometimes we can see a great many, some of which are visible to the naked eye when protected by colored or smoked glass. Such a spotted region is now (Feb. 18) passing out of sight on the southwestern limb of the sun; but a second group of spots is finely visible on the north-ern hemisphere, stretching in a long line from the eastern edge to the center of the sun. But what has the sun to do with the aurora! Simply this: It has been shown that when we have the greatest number of sun spots, then we have the most frequent and most gorgeous displays of the aurora. When there is a great storm on the sunproducing spots, then we feel at once on our little earth a disturbance of electrical conditions. The display of the aurora on Feb. 13 is regarded as an accompaniment of the solar disturbances which have produced the tremendous spotted regions men-

The average time from when the spotted area on the sun is greatest to the next maximum is a little over eleven years. The last spot maximum occurred in 1883-4, a year or two behind the average time, and we seem new to be approaching a maximum in 1892-3. We may therefore fairly conclude that during this year we shall be favored with numerous and brilliant aurorie.

The Doctor's Visits. Brooklyn Life. Filkins-Dr. Killum has paid five visits to our house. Bilkins-My! at \$10 a visit. That's ex-Filkins-It's only \$10. The last four he was after his money.

Coughs, Hoarseness, Sore Throat, Etc., quickly relieved by Brown's Bronchia Troches. They surpass all other preparations in removing hoarseness, and as a cough remedy



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Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

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MASTER'S SALE

By virtue of a certified copy of a decree of the Circuit Court of the United States for the District of Indiana, made on the 1st day of February, A. D. 1892, in a suit there pending, wherein the Pine Lake Iron Company and Joseph E. Brown are complainants, and The Lafayette Car-Works is defendant, the undersigned, William P. Fishback, Master in Chancery, will on

WEDNESDAY, MARCH 30, A. D. 1892, At 12 o'clock noon of said day, on the premises of said Lafayette Car-Works, hereinafter described, in the city of Lafayette, county of Tippecanoe, and State of Indiana, offer for sale, at public auction, to the highest bidder therefor, the following described property of the said Lafayette Car-Works, viz.:

(1.) The lands of the said corporation, with all the buildings, sheps, tracks, rights, tranchises and appurtenances thereurto belonging, situate in the city of Lafayette, in said district, and known as the Lafayette Car-Works, said lands upon which the said works are situate being described as follows, to-wit: Lots numbered one (1), two (2), three (3), four (4), five (5), seventy-three (73), seventy-four (74), seventy-five (75), seventy-six (76), seventy-seven (77), seventy-eight (78), seventy-nine (79), eighty (80), eightyone (81), eighty-two (82), eighty-three (83) and eighty-four (84), in Anson G. Phelps's addition to the city of Lafayette, as platted upon the west half of the north-Lafayette, as platted upon the west half of the north-east quarter of section twenty-nine (29), in township twenty-three (23) north, range four (4) west.

Lots numbered one hundred and sixty (160) and one hundred and sixty-one (161), in the extension of Smith & Green's addition to the town (now city) of Lafayette, Indiana, as platted and laid out by David and Catherine Smith, Simeon P. Smith, Henry L. and Nancy G. Ellsworth, Elizar Goodrich and Susan W. Smith, and Henry C. and Sarah C. Porter, May 15, 1840, upon part of the south half of the west half of the nertheast quarter of section twenty-nine (29), in

1840, upon part of the south half of the west half of the nertheast quarter of section twenty-nine (29), in township twenty-three (23) north, range four (4) west, and part of the east fraction of the northwest quarter of section twenty-nine (29), in township twenty-three (23) north, range four (4) west.

Lots numbered nine (9), ten (10), eleven (11), twelve (12), thirteen (13), fourteen (14), fifteen (15), sixteen (16), seventeen (17), eighteen (18), nineteen (19), twenty (20), twenty-one (21) and twenty-two (22), in Henry T. Sample's first addition to the city of Lafayette, Indiana, as platted upon part of the northwest quarter of the northeast quarter of section twenty-nine (29), in township twenty-three (23) north, ty-nine (29), in township twenty-three (23) north, range four (4) west.

Fractional lots numbered eight (8) and nine (9), and

all that part of lots numbered sixty-nine (69), seventy (70) and seventy-one (71), in H. Ensminger's addition to the city of Lafayette, which lies east and northeast of the right-of-way line of the Indianapolis, Cincinnati & Lafayette Railroad Company's ground, said roadway to be taken of its uniform width through Part of the west fraction of the northeast quarter of

east at right angles from the west line of said fraction would intersect a line one thousand three hundred and fifty-six and one-half (1,35612) feet in length drawn north from and at right angles to the south and explanation of our condition, and we side of said fraction; thence north one hundred and twenty-three and three-fourths (123%) feet; thence east two hundred and seventy-six (276) feet to the west line of Third street; thence south one hundred and twenty-three and three fourths (123%) feet; thence west two hundred and seventy-six (276) feet to the place of beginning, containing one (1) acre more or Lots numbered one (1), two (2), three (3), four (4), five (5), six (6), seven (7); ninety-two (92) feet off of the north ends of lots numbered eight (8) and nine

the north ends of lots numbered eight (8) and nine (9), and the east half of lot numbered ten (10), all in Hill's addition to the city of Lafayette, Indiana, as platted upon part of the west half of the northeast quarter of section twenty-nine (29), in township twenty-three (23) north, range four (4) west.

(2.) All the machinery, tools, appliances and fixtures therein, thereon or thereunto belonging.

(3.) All the iron, lumber, stock of any and every kind on hand at Lafayette, on March 30, 1892, except pig-iron now ricked upon the real estate hereinbefore described, and car-wheels now upon said premises.

(4.) All contracts, leases, rights and privileges (4.) All contracts, leases, rights and privileges held by said Lafayette Car-Works, or by any person or persons in trust for it, in anywise attached to, connected with, or used by said works in carrying on its business on said premises.

All of said above-described property is to be sold without appraisement and as an entirety, and upon the following terms, viz.: One-third of the purchase money to be paid in cash One-third of the purchase money to be paid in cash on the day of sale, and the remaining two-thirds is to be secured by two promissory notes of equal amounts, payable in bank in the usual form in this District, bearing six per cent. interest from the day of sale, due in six and twelve months, respectively, and secured by freehold security to the approval of the Court.

Any one desiring to bid will be required to deposit with the Master on or before the opening of the sale one thousand dollars in cash, or in a check duly certified by some bank in the city of Lafayette and payable to the Master, as a piedge and security that if said propthe Master, as a piedge and security that if said prop erty shall be struck off to him he will comply will and perform his bid; and on failure to do so the said sum shall be forfeited to the Court and paid into the fund herein for the payment of costs and expenses of sale, and for the use and benefit of the general creditors. The said deposit, if the bid be accepted, shall be
applied on the cash payment herein provided for; if
the bid be not accepted the deposit shall be at once
returned to the person making the same.
Said property will be sold as an entirety and free
from any at all incumbrances, but subject to all taxes accrued or accruing.

Persons wishing to bid at said sale may at any time prior thereto examine the premises, and by the order of said Court the Receiver in possession is required to give to such persons all the information in his power concerning said property so as to enable bidder to ascertain the full worth thereof. And said Receiver is repuired to have and exhibit to said intending bidders Master in Chancery, Circuit Court of the United
States, District of Indiana.

Addison C. Harris,
Solicitor f. a full abstract of title for their inspection, which

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